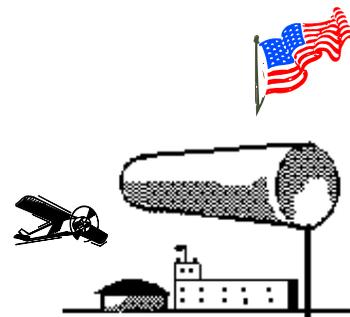


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
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VOLUME 12 ISSUE 12

DECEMBER 2005

DECEMBER MEETING

**TUESDAY, DECEMBER 13 ,
6:30 PM
Kimberling City Senior
Center.**

Program

CHRISTMAS PARTY

THE PRESIDENT'S CORNER

Hi! We are moving...again! Wednesday nights at the Branson Community Center just did not work out for us. So we plan to have our Christmas Dinner at the Kimberling City Senior Center at 6:30 p.m. on Tuesday, December 13th. Be sure to let Annette know ASAP if you are coming and how many people will be coming with you.

Following the meal, we will have a brief business meeting. We have a couple of very important issues to discuss, one of which is club dues and the other is the

meeting location for 2006. We will also have our annual election of officers.

Flying certificates and awards will be presented during the meeting.

I hope you all had a great Thanksgiving and I look forward to seeing you on December 13th!

Sincerely,
Gary Acton

TRI-LAKES R/C FLYING CLUB

PRESIDENT
GARY ACTON 334-3917

VICE-PRESIDENT
BUD AUSTIN 561-4466

SECRETARY
ANNETTE McEVOY
417 883-9630

TREASURER
ERV ROHDE 538-2439

SAFETY OFFICER
JOHN WOODS 338-8419

FIELD MARSHALL
DICK HANN 263-0018

INSTRUCTORS
RAY DIXSON 870 426-4310
ROSCOE FUDGE 336-5841
JOE MAJOR 337-5808
ERV ROHDE 538-2439
JOHN WOODS 338-8419



MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

November 9, 2005

President Gary Acton opened the meeting at 7:12 p.m. at the Branson Community Center. All officers were present except Bud Austin. There were 14 members, and member's wives Cheri Silva, Gloria Haan, Claudia Shire and Doris Rohde present. The minutes from the October meeting were approved as published in the November newsletter. Treasurer Erv Rohde reported that the treasury balance as of November 1st was \$338.81. The 50/50 raffle was won by Gloria Haan who received one half of \$20.00.

Committee Reports:

Dick Haan reported that one of the mowers needs new blades and also a tire repair or replacement. Cost for blades should be around \$25.00.

Announcements and Old Business:

Annette McEvoy read some information regarding the Third Order Intermodulation (3IM) & how it affects you. Also that AMA states that the distance between pilot stations is now 25 feet.

Gary Acton reported that he is trying to get a quote to see what it would cost to have someone mow the field. Once again, there was considerable discussion regarding getting members to mow and trying to get some sort of compensation for their expense.

New Business:

Discussion was opened regarding the problem that we have with our indoor meeting location at the Branson Community Center. We are unable to get in early on Wednesday night for our Christmas Party next month. The only night that is going to be available in the future is Friday nights and we will have a problem if someone wants it for a reception. Dick Haan will check into the availability of the Kimberling City Senior Center and report back to Gary Acton. Mike Anderson has also mentioned that he will have a room in his building available this winter but there aren't any chairs or tables available there. It was decided that if we can get the Kimberling City location, the dinner will be on Tuesday night, if we end up holding it at the Branson location it will be Friday night. The exact date and location will be

send out to everyone regarding the Christmas party notification via email.

It was agreed that there will be a \$5.00 per person charge to cover the cost of the meat for the Christmas dinner and a sheet was passed around for members to sign up with what they will be bringing and how many will be attending.

Dues for the upcoming year were discussed and will be voted on at the December meeting. The present dues of \$40.00 per member is leaving us with a shortage.

Motion made by Howard Shire and passed to accept the slate of officer nominations as printed in the October newsletter, voting to be held at the December meeting.

Program:

Gary Acton handed out the certificates for last month's fun fly to all members in attendance. Erv Rohde placed 1st overall, Mike Anderson 2nd overall and Roscoe Fudge was 3rd overall.

John Woods displayed his Pro Twister. He used a mixture of 7 parts water with 3 parts ammonia for a solution to apply MonoKote trim pieces over Ultra Coat. Turned out to be a nice finish. He's also working on a mousse can muffler. He'll let everyone know how this latest experiment works out.

Joe Major brought his newest heli, a Century with a Zenoa G231 (based on a G26) that is a replacement for his old one that met an ill fated demise when the removable starter fell though the blades while upside down. He gave a very interesting demonstration of what actually makes these birds tick. He's using camp fuel (same as Coleman lantern fuel) as gas. Makes better power than automotive gas and burns cleaner. He uses Klotz oil and mixes 120 degree CCPM in the radio. The servos are hooked together and also mixed in the radio. Joe says it flies really well, is very stable and would make a good trainer. He also brought a little T-Rex heli that he recently won at a fun fly in Oklahoma. This one is an electric and can be flown indoors. Came with several sets of blades but he has to get all of the electronics for it.

Meeting adjourned at 8:33 p.m.

2006 DUES

If you are going to renew your Club membership at the December meeting, bring your 2006 AMA card. If you are paying by check, make the check out to "Tri-Lakes R/C Flying Club. You may also pay your dues in cash.

The dues schedule is as follows:

1. **FULL MEMBERSHIP - Please note that the dues for the last several years has been \$40 but due to budget problems it will more likely be \$50 for 2006, that decision will be made at the December meeting.**
2. **ADDITIONAL FAMILY MEMBERS - \$5 each per year.**
3. **ASSOCIATE MEMBERSHIP (non-voting) - \$10 per year**
4. **STUDENTS - Free Club membership but must be a current AMA member.**

If you joined the Club during 2005 talk to the Treasurer before paying as you may get a discount on your 2006 dues.

If paying by mail, send your dues to Erv Rohde, 928 Jackson Hollow Rd., Galena, MO, 65656.

TRI-LAKES FINANCIAL STATEMENT 2005

		NOV	Y T D
BALANCE	11/1/2005	\$ 338.81	\$ 960.40
INCOME-DUES	-----	\$ 50.00	\$ 1,311.72
INCOME-SHIRTS&CAPS			\$ 100.00
INCOME-FOOD	-----		\$ 304.00
INCOME-50/50	-----	\$ 20.00	\$ 125.50
INCOME-MISC	-----		\$ 60.00
EXPENSE-FIELD	-----	\$ 32.96	\$ 1,645.81
EXPENSE-NEWSLETTER	-----	\$ 7.40	\$ 80.49
EXPENSE-SHIRTS&CAPS	-----		\$ 90.68
EXPENSE-FOOD	-----		\$ 211.19
EXPENSE-AMA	-----		\$ 130.00
EXPENSE-Web	-----	\$ 9.20	\$ 209.80
EXPENSE-meeting room	-----	\$ 20.00	\$ 100.00
EXPENSE-MISC	-----	\$ -	\$ 54.40
BALANCE	12/1/2005	\$ 339.25	\$ 339.25

SAFETY 1st

Third Order Intermodulation (3IM) No, this isn't a new Club but possibly a potential problem from "stray" frequencies causing interference to our airplane's receiver. At our last meeting Annette shared about this problem and had given me a copy of the report. You can read the full report at the web site listed below.

3IM are the "stray signals" produced when two transmitters "mix" and produce two additional channels.

We have a small group of flyers therefore doing some pre-calculating of the channels used most frequently can determine if your channel may be subject to interference. If you suspect that your plane is being "hit" or has been "hit", make sure that you know all the other transmitters' frequencies in use and do the following calculations. You probably want to land first!!

Take the two channels that are in use, subtract one from the other to find the difference. Add that difference to the upper channel and subtract it from the lower channel to get the two "stray" channels. For example, if channel 30 and channel 24 are in use, subtract the two to get 6 $30 - 24 = 6$. Add 6 to 30 = 36 and subtract 6 from 24 = 18 determining the two "stray" channels. If you are on 36 or 18 there may be a problem.

The conditions have to be just right as explained in the article. Maintaining a separation of at least 10 feet between transmitters in the pits or on the flight line is a must!

Please read the complete article at the following web site

www.electrodynam.com Click on Tech Talk then click on Third Order Modulation.

Thanks to all our members for being conscientious in striving for a **SAFE** flying environment and I hope you and your family have a wonderful Christmas. Please don't send any gifts unless you really want to something that flies is always welcome

John Woods
Safety Officer



Above is John Woods' Pro Twister. Last month there was a picture of it in its' "plain Jane" colors of white on white. This month it sports a fancy color scheme that seems to have a somewhat Russian theme. On the left we see comrade Woods in the cockpit. Planes always seem to fly better with pilots. John went into some detail at the November meeting about using ammonia diluted with water to activate the film adhesive, slide it in position wet and then squeegee the excess fluid out from under the film. Worked well on the Monocote but needed the covering iron to permanently seal down the Ultracote film. (Same thing seems to happen when using Monocote Trim Solvent—different films seem to have different adhesives. Ed). John said he got the pilot from Wal-Mart and reshaped the arms with a heat gun.



To the left is a couple of Joe Major's helicopters. The big one is a Century with a Zenoa G231. Joe says it flies great but he moved the gyro and it gained a twitching problem. Hopefully Joe has the problem ironed out by now. The little copter is an electric T-Rex that he won at a fun fly. He only needs to add \$300 or so in electronics and it will be ready to fly.

Below are the bare bones shots of Don Johnson's Pro Twister. However this model was reduced to 65 % of the original (27" W.S.) and converted to electric. Built as light as possible, it will probably have a flying weight of 26 ounces and will actually have a lighter wing loading than the full size Pro Twister. The motor is an AXI 2814/12 and should pull about 26 amps with an 8 X 4 APC E prop. The Duralite 2500 mAH, 3 cell Li-Po battery is in the right wing with the speed control, receiver and battery switch in the left wing. Even so, had to add one ounce of lead to the right wing tip for balance. According to the E-CALC program the motor thrust should be about 1.7 times the flying weight, or in other words unlimited vertical.



CHRISTMAS PARTY

6:30 PM December 13th at the Kimberling City Senior Center

Members and families will enjoy a potluck dinner along with a short December meeting. The Club Will furnish BBQ meats and sauces, members will bring the side dishes and desserts.

There will be a \$5 charge per person, which will be collected at the door, to cover the cost of the purchased food.

Please advise Annette McEvoy at 417 883-9642 days Monday thru Thursday or 417 581-1241 nights or Claudia Shire 417 779-5069, if you and members of your family plan to attend so they can get an approximate headcount.

Ya' all come join us in the model aviation social event of the Year!

NEW YEAR'S DAY FUN FLY



2006



Show everyone how tough a pilot you are. Come out to Rocky Top Field regardless of weather and put in one official flight. GOOD LANDING NOT REQUIRED! This will earn you a Certificate (in color) suitable for framing and bragging rights for the coming year.

To be prepared, you may want to have skis or floats for your model if there is snow on the ground.

Howard and Claudia Shire will bring some coffee so pilots and guests will be able to stay warm from the inside out.

Gather at the field somewhere around noon.

THE EDITOR'S NOTE PAD

Well, here it is at the end of the year again. Time to find out who has been naughty or nice. The nice ones will probably get that airplane or radio that they have been wanting. Don't forget the Club has a Christmas Party on December 13th at the Kimberling City Senior Center. Also there will be our annual New Year's Day Fun Fly on January 1st, 2006. See page 5 for more info on both these events.

As a reminder, you will need a 2006 AMA card to fly at Rocky Top Field on and after January 1st, 2006. Or if you have paid your AMA dues but haven't received your 2006 card yet, you can download confirmation from the AMA membership web site. With Club dues there is a couple of months grace period, but to fly at the Club Field you must have proof of current AMA membership

Looks like the Club will end up with 54 members at the end of 2005. This is up 7 from 2004 but about 5 less than the previous couple of years, so it looks like the membership is in fairly good shape. The Club field is in great shape and we continually seem to increase the mowed area. Of course this comes with a price of more labor and money to maintain this area. Fuel

costs seem to be one of the major cost increases and probably will result in an increase in Club dues to \$50 per year. This increase will be considered and voted on at the December meeting per the Club Bylaws. Still at \$50 our dues will be a bargain compared to other clubs with similar facilities. Another thing we probably will have to face is the personal financial burden the Field Marshall faces to keep the field in the condition we all enjoy.

During the 2005 Top Gun, it finally became obvious that the Pro Twister was the plane to beat. It didn't win everything, but it won more than its' fair share. It looks like several members have decided that if you can't beat them – join them. Not only does Mike Anderson still have his, but John Woods and Roscoe Fudge also have one they are now flying. Also Erv Rohde says he will replace the one he recently demolished and Don Johnson has an electric Pro Twister that he reduced to 65% and is about ready for its' maiden flight. Larry Gliser is also planning to make a half size electric Pro Twister. The 2006 Top Gun race could get very interesting. There is still time for Santa to bring you your own Pro Twister.

Time to land for this year. Have a Merry Christmas and a Happy New Year.

TRI-LAKES R/C FLYING CLUB

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